

"THE ONLY" ANTICIPIC DENTIFRICE
CALVERT'S
CARBOLIC TOOTH POWDER,
Gold in 4d., 1/- & 10/- Tins.
One of the finest and Largest Sale
of any Dentifrice.

F. G. CALVERT & Co., Merchants.
Awarded to them MEDALS & DISTINCTIONS
for the superior excellence of their
various preparations.

VOL. XLVIII. No. 9260.

Agents for the CHINA MAIL.

LONDON—F. ALLEN, 11 & 12, Clement's Lane, Lombard Street, E. C., GEORGE SMITH & CO., 30, Cornhill, E.C., & GOOTON LTD., 27, Walbrook, E.C.
HEDY & CO., 37, Walbrook, E.C.
SAMUEL DRAGON & CO., 150, Leadenhall Street, W. M. WILLS, 151, Cannon Street, E.C. ROBERT WAXSON, 150, Fleet Street.
PARIS AND EUROPE.—AMERICAN PRINCE, 36, Rue Lafayette, Paris.
NEW YORK.—J. STEWART HAPPER, THE CHURCH EVANGELIST OFFICE, 52, West 122 Street.
AN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.
AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOWRIE, MELBOURNE.—W. M. SMITH & CO., THE ANTHROPAGEN CO., OMBONO, SINGAPORE STRAITS, &c.—KELLY & WALSH, LTD., SINGAPORE. G. HENNESSY & CO., MELBOURNE.
INA.—MACAS, A. A. DA CRUZ, AMOS, N. MOALLES CO., LIMITED, FOOCHOW, HEDGES & CO., SHANGHAI, LANE, CRAWFORD & CO., and KELLY & WALSH, YOKOHAMA, LANE, CRAWFORD & CO., and KELLY & CO.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION
PAID UP CAPITAL.....\$10,000,000.
RESERVE FUND.....\$3,300,000.
RESERVE LIABILITY OF } \$10,000,000.
PROFTS.....

COUNT OF DIRECTORS:—
T. E. DAVIES, Esq.—Chairman.
H. HOPKINS, Esq.—Deputy Chairman.
James J. Bell Irving, Esq.
C. J. Holliday, Esq.
Carl Jantzen, Esq.
Chief Manager:—
Hongkong—F. DE BOVIS, Esq.
MANAGERS:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING CO. LTD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance up to \$200,000.
On Fixed Deposits—
For 6 months 3½ per cent. per annum.
up to \$200,000.
\$12 " " 4 " " on sums in excess of \$200,000.
F. DE BOVIS,
Chief Manager.
Hongkong, September 16, 1892. 1433

THE NATIONAL BANK OF CHINA, LIMITED
AUTORIZED CAPITAL.....\$1,000,000.
SUBSCRIBED CAPITAL.....\$100,000.
HEAD OFFICE—HONGKONG.
Court of Directors,
D. GILLIES, Esq. CHOW TUNG-SHANG,
CHAN KEE-SHAN, Esq. Esq.
C. J. HIRSH, Esq. W. WOTTON, Esq.
KWAN HOI-CHUEN, Esq.
Chief Manager.
Geo. W. P. PLAYFAIR.

Advisory Committee in London,
THOMAS CARMICHAEL, Esq., Messrs Dent,
PALMER & CO.
JOHN BUTTERY, Esq., Messrs John Buttery
& CO.
C. E. STUART WORTLEY, Esq., M.P. for
Hallam.
GEO. MUNRO, Manager.
Banker.
PARK'S BANKING CO. AND THE ALLIANCE
BANK (LTD.)
THE COMMERCIAL BANK OF SCOTLAND.
Yokohama—D. FRASER, Manager.
Shanghai—C. J. GILLOWAY, Manager.
Amoy—J. ANDERSON, Manager.

Current Accounts opened. Money received on Deposit. Drafts issued. Bills purchased and collected. Advances made on securities or goods in neutral godowns. Union Bank Agency business undertaken.

Interest for 12 months Fixed 5%
do. 6 do. do. 4%
do. 3 do. do. 3%
Current Accounts 2%

For rates of Interest for other periods apply to the MANAGERS.

Hongkong, August 30, 1892. 22

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4½ PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation.

F. DE BOVIS,
Chief Manager.

Hongkong, August 1, 1891. 1515

To Let.

FIRST FLOOR, No. 22, ELGIN STREET.

Apply to:

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, September 3, 1892. 1530

To Let.

NO. 16, KNUTSFORD TERRACE,

Kowloon.—End House.

Apply to:

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, July 19, 1892. 1618

ALDEECK, MACGREGOR & CO.,
Wine and Spirit Merchants.

13, Queen's Road.

Hongkong, August 18, 1892. 1619

TO LET.

THE PUNJOM AND SUNGIEH DUA SAMANTAN MINING COMPANY, LIMITED.

All PERSONS holding STIRP in the

Above Company are requested to send them in AT ONCE for Transfer.

A Circular will be sent to each SHAREHOLDER in reference to the reconstruction of the Company.

A. O'D. GOURLIN,
Secretary.

Hongkong, May 23, 1892. 940

TO LET.

THE PEAK HOTEL.

THIS Commodious and well appointed

HOTEL, situated at a height of 1,250 feet above sea-level, has been leased by the

Proprietors of the "VICTORIA HOTEL,"

NOW OPEN and will be run in conjunction with their Hotel. Their Room, thus enabling them to offer special inducements to Visitors and Residents.

The HOTEL has been thoroughly Renovated, redecorated and refurnished.

A New and Handsome BAR has been

Opened on the Basement, while a New BAR and BILLIARD ROOM has been

erected on the main floor.

CHOPS, STEAKS, &c., can be served at any hour.

For full Particulars as to Rates, &c., apply to VICTORIA HOTEL.

DORABEE & HING KEE,
Agents.

Hongkong, August 12, 1892. 1393

TO LET.

THE UNION LINE.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship

Captain THOMAS, will be

despatched for the above

Port on or about the 50th Instant.

For Freight or Passage, apply to

SHI-WAN & CO., Agents.

Hongkong, September 21, 1892. 1641

TO LET.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, July 19, 1892. 1618

ALDEECK, MACGREGOR & CO.,
Wine and Spirit Merchants.

13, Queen's Road.

Hongkong, August 18, 1892. 1619

TO LET.

THE UNION LINE.

FOR NEW YORK.

The German Ship

Captain W. D. MURIE,

will leave for the above Port on

THURSDAY, the 29th Instant, at Noon.

For Freight or Passage, apply to

GEO. R. STEVENS, Agents.

Hongkong, September 22, 1892. 1640

TO LET.

THE UNION LINE.

FOR NEW YORK.

The German Ship

Captain W. D. MURIE,

will leave for the above Port on

THURSDAY, the 29th Instant, at Noon.

For Freight or Passage, apply to

SHI-WAN & CO., Agents.

Hongkong, September 21, 1892. 1641

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THE UNION LINE.

FOR NEW YORK.

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Captain W. D. MURIE,

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THURSDAY, the 29th Instant, at Noon.

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Hongkong, September 21, 1892. 1641

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THE UNION LINE.

FOR NEW YORK.

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THURSDAY, the 29th Instant, at Noon.

For Freight or Passage, apply to

SHI-WAN & CO., Agents.

Hongkong, September 21, 1892. 1641

TO LET.

THE UNION LINE.

FOR NEW YORK.

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For Freight or Passage, apply to

SHI-WAN & CO., Agents.

Hongkong, September 21, 1892. 1641

TO LET.

THE UNION LINE.

FOR NEW YORK.



Mails.

Notices to Consignees.

STEAMSHIP SAGHALIEN.
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNERS.

CONSIGNEES OF CARGO from London ex Steamship *Empress Dowager*, from Havre ex Steamship *Douay*, and from Bordeaux ex Steamship *Ville de Marseille*, in connection with the above Steamer, are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk at the HONGKONG & KOWLOON WHARF & GODOWN COMPANY's Godowns at Kowloon, whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded on, unless a telegram is received from the Consignee before 2 p.m. To-day (Tuesday), the 20th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining undelivered after Tuesday, the 27th instant, at noon, will be subject to rent, and landing charges.

All claims must be sent to me before Tuesday, the 27th instant, or they will not be recognized.

All damaged packages will be examined on Tuesday, the 27th instant, at 3 p.m.

No fire insurance has been effected.

G. DE CHAMPEAU
Agent.

Hongkong, September 20, 1892. 1629

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *PENINSULA*, Captain C. Gadd, with Her Majesty's Mail, will be despatched from this for LONDON (direct), via COLOMBO, on THURSDAY, the 29th September, at noon.

Cargo will be received on board until 4 p.m. Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

For further particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S OFFICE, HONGKONG.

The contents and value of packages are required to be declared prior to shipment.

Shipments are generally required to accept the terms and conditions of the Company's Black Book of Lading.

Consignees desirous of insuring their baggage can do so on application at the Company's Office.

This steamer takes cargo and passengers for MANCHESTER.

H. J. JOSEPH,
Superintendent.

H. & O. S. N. Co.'s Office,
Hongkong, September 20, 1892. 1633

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND COUGING AT YOKOHAMA AND SAN FRANCISCO.

PROPOSED SAILINGS FROM HONGKONG, City of Rio de Janeiro, Thursday, Sept. 29, City of Peking, Saturday, Oct. 22, City of London, Tuesday, Nov. 3.

THE U. S. Mail Steamship CITY OF RIO DE JANEIRO will be despatched for SAN FRANCISCO, via YOKOHAMA, on THURSDAY, the 29th September, at 1 p.m., taking passengers and freight for Japan, the United States, and Europe.

RATES OF PASSAGE FROM HONGKONG, FIRST CLASS.

To San Francisco, Vancouver, Victoria, Esquimalt, New Westminster, Port Town, \$225.00; Seattle, Tacoma, Portland, \$210.50; San Fran., \$292.50; San Paul, Minn., \$292.90.

To Liverpool and London, \$205.00; To Paris and Bremen, \$340.00; To Havre and Hamburg, \$365.00; Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.

DESTINATION. 30 days. Continuous Trip. Tickets.

Kansas City, Mo., Omaha, Neb. 235.00

St. Louis, Mo. 292.50 291.50

St. Paul, Minn., Minneapolis 292.90

Chicago, Ill. 297.50 295.00

Milwaukee, Wis. 299.50 293.00

Cincinnati, Ohio. 332.30 331.50

Columbus, Ohio. 304.25 304.00

Detroit, Mich. 304.95 302.75

Glendale, Ohio. 300.95 307.45

Toronto, Canada. 301.25 307.00

Pittsburg, Penn. 310.25 307.00

Niagara Falls, N.Y., Buffalo, N.Y. 311.00 308.50

Washington, D.C., Baltimore, Md. 317.00 311.75

Montreal, Canada. 319.75 313.00

Philadelphia, Penn. 319.75 312.50

New York. 319.75 316.00

Boston, Mass. 321.15 317.00

Portland, Maine. 327.25 317.00

All the above rates are in Mexican Dollars.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services to European officials in service of China and Japan, and Government officials and their families.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, or Northern Pacific or Canadian Pacific Railways.

Return tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months. \$337.50

12 " . \$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (vice versa) within one year will be allowed a discount of 10% from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japanese Ports, San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company and connecting Steamers.

Fright will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 6 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular invoices to accompany cargo destined to points beyond San Francisco to the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.

Hongkong, September 8, 1892. 1671

To-day's Advertisements.

THOMAS FARMER & CO., LIMITED.

(ESTABLISHED 1778).

MANURE AND GUANO
MANUFACTURERS.

BILLIT BUILDINGS, BILLITER STREET,

LONDON, ENGLAND.

Inquire applications from responsible parties for the sale of their guaranteed Guano & Manures specially suited for SUGARCANE, COFFEE, TOBACCO, TEA, & C.

APPLIANCES to be addressed as above.

FROM HAMBURG, PENANG AND SINGAPORE.

THE S. S. *Daphne*, Captain F. Voss, having arrived from the above Ports.

Consignees of cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional cargo will be forwarded unless notice to the contrary be given before noon on Monday, the 26th instant.

Any cargo impeding its discharge will be landed into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN CO., LTD., and stored at Consignee's risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st Oct. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st Oct., at 4 p.m.

No fire insurance has been effected.

MELCHERS & CO., Agents.

Hongkong, September 24, 1892. 1674

To-day's Advertisements.

THEATRE ROYAL,

CITY HALL, HONGKONG.

GRAND FASHIONABLE CONCERT.

Under the Distinguished Patronage and in the Presence of His Excellency

SIR WILLIAM & LADY GIBBONSON,

On THURSDAY AFTERNOON,

23rd September, 1892, by

MIL. ORLANDO HARVEY,

With the kind assistance of

LADY and GENTLEMEN AMATEURS.

PRICES:

Dress Circle and Stalls \$2.10

Back Seats 1.00

Military and Navy to Back Seats 0.50

Doors open at 4.30 p.m.

Concert to commence at 6 o'clock.

Seats may be booked at Messrs KILLY & WATSON, LIMITED.

Hongkong, September 24, 1892. 1672

STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s

Steamship

Brindisi,

Captain D. ROCHE, will

leave for the above place on MONDAY, the 26th instant, at noon.

For Freight or Passage, apply to

H. H. JOSEPH,
Superintendent.

P. & O. S. N. Co.'s Office,

Hongkong, September 24, 1892. 1670

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL

The Co.'s Steamship

Achilles.

Capt. BARTLETT, will be

despatched as above on

MONDAY, the 26th instant, at 3 p.m.

For Freight or Passage, apply to

BUTTERFIELD & SWINE,

Agents.

Hongkong, September 24, 1892. 1674

DOUGLAS STEAMSHIP COMPANY.
LIMITED.

FOR SWATOW, AMOY & TAMSUI.

The Co.'s Steamship

Nimrod,

Captain A. B. BLAKE, will

leave for the above Ports on or about THURSDAY, the 29th inst.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, September 24, 1892. 1676

NORDDEUTSCHE LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)

The Co.'s Steamship

Nimrod,

Captain A. B. BLAKE, will

leave for the above Ports on or about THURSDAY, the 29th inst.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, September 24, 1892. 1677

NORDDEUTSCHE LLOYD.

NOTICE.

STEAM TO SHANGHAI.

The Co.'s Steamship

Nimrod,

THE CHINA MAIL.

According to the *London and China Express*, Mr. N. H. O'Connor, the new British Minister at Peking, leaves Marseilles by the Messageries Maritimes steamer *Natal* for Shanghai on October 2.

The final tie of the Mount Austin Tennis Tournament (handicap) remains undecided, the attempt to decide it yesterday afternoon having resulted in a draw. The play was good, and some of the sets were unusually long.

At the Magistrate's to-day, Acting Inspector Kemp charged two tailors with keeping a common gaming house at 28 Graham Street, and nine men with being in the house last night. After hearing the evidence for the prosecution, Mr. Wodehouse fined the keepers \$50 each, with the alternative of a month's imprisonment. The other men were fined \$5, each with the alternative of fourteen days' imprisonment.

We understand, says the *Foochow Echo* of the 17th instant, that additional unhampered and severe blood-letting and abdominal damage was done by it at the village of Chong-Lock, no great distance away from us. Some houses were destroyed, and the fruit trees and rice crops suffered severely.

The French transport *Tonka* which leaves Toulon on Sept. 1 for Indo-China will take out a number of naval officers for the Tong-King Naval Division and the French China Squadron. Amongst the officers are Captain Bory for the *Isére*, Captain Bouaire to command the local station in Tong-King, Lieutenant de Verceres for the *Asie*, Ytier for the *Argonne*, Verhoen for the *Admiral*, all in Tong-King, and de la Perouse for the *Indochine*.

A MONTREAL telegram states that Captain Wemyss, of the Military Department of the War Office, who is now there investigating the facilities offered by Canada for the transport of the troops to the East Indies, has found that the Canadian Pacific Railway can transport troops to the Pacific coast as fast as the Admiralty can land them at Quebec, or at the rate of 12,000 men a day. Captain Wemyss will accompany the Hon. Mackenzie Bowell, Minister of Militia, and Major-General Herbert, commanding the militia, on a tour of inspection on the Pacific coast.

Woman has something to say with regard to a recent pronouncement by Mr. Morgan Brown, the American Consul here. According to him, the Korian theory of society and human life generally literally teams with the unexpected. It appears that a sensible man don't care a bit what their wives wear. It may be, says *Woman*, but if we were of a gambling turn of mind we should be inclined to lay very long odds against it. At all events, we are entirely unable to contemplate the likes of any sensible man into such a state of hopeless indifference; the very fact of his doing so would, in our opinion, be proof of his non-sensibility. Surely every rational-minded man takes pleasure in seeing his wife looking her very best. Beauty unadorned is all very well in its way, but even a Venus and Cupid do not grow on every blackberry bush—cannot afford to dress dowdily. A wife's earnestness of her personal appearance has frequently caused the husbands of the might otherwise have turned out a laughing stock. Before marriage she has been dainty, nice, and tasteful in her dress, and it may be that for this very reason her husband has first had his attention attracted to her. After marriage comes a change. The dreary dressing-gown is substituted for the pretty frock. Utinidness succeeds to neatness. The wife neglects her appearance. She has, metaphorically speaking, cut papers in her hair all day and every day. What wonder if the change gradually leaves its mark on the husband's heart however loving he may once have been, and domestic happiness becomes domestic misery?

A TERRIFICALLY novelty has been devised by some American ladies and gentlemen at a seaside resort near Boston, U.S., who for about six hours daily, attired in gay bathing costumes, they dance quadrilles, lancers, valzons, galope, and cotillions in the shallow water, the beach being crowded with spectators watching the performance. About fifty guests from the principal hotel are the dancers in this "aquatic hop," as the local papers term it.

GENERAL Sir Frederick Stephenstone, G.C.B., from Colonel of the York and Lancaster Regiment, has been given the Colonelcy of the Coldstream Guards. He served as Assistant Adjutant-General to the expeditionary force in China, from March 1857, to Feb. 14, 1860, and was present at the capture of Canton in December, 1857; and served as Deputy Adjutant-General of the force under Sir Hope Grant, from Feb. 14, 1860, to March 16, 1861; present at the storming and capture of the Taku Forts, the actions of Sep. 18 and 21, and the subsequent advance on Peking (C.B., brevet of colonel, medal with clasp).

It may not be generally known, says *Hearst and Home*, that quite a number of ladies' cricket clubs, started and supported by members of the fair sex who are recognised leaders in fashionable and smart circles, are just now in full swing in various parts of Ireland—notably that of Mrs. Saunders, of Corkbury, King's County, a really flourishing organisation whose first eleven held its own against all comers. Other ladies' clubs are those of Mrs. Derby's of Leap Castle, Mrs. Marsh's of Birr Court, and Miss Farnham's of Athlone—these made records of which ought to bring the lotus of creation might well be proud.

The Gentlewoman asks:—Have you no lead how fashionable "real live" wedding presents have become lately? Horses and dogs are the favourite animals selected. The Queen has endorsed the fashion by her gift to Miss Loftus of a beautiful white colt, in addition to the familiar Indian shawl; and as there is no reason why the custom should be confined only to the upper classes, intending brides and bridegrooms must be haunted as to what may be suitable. Even if only the more homely animals are selected, if the fashion really "catches on," the result will be a little perplexing. Fancy trying to set out the gifts in the drawing-room, when there are nine kittens, twelve dogs, a Shetland pony, and a couple of colts.

We commend the following paragraph to the consideration of the Volunteer Committee:—It has been decided by the military authorities that no machine gun, unless provided with an adequate supply of ammunition, would be of little value in an emergency future, authority for Volunteer Corps to provide themselves with such weapons will only be given on condition that a vehicle capable of carrying 4,000 rounds of ball cartridge is provided with each gun; and ammunition, early property-holders, turning out at annual inspections, and never having a gun out for field-duty, camp, &c. In the case of corps which already have machine guns, these corporations will not be insisted upon; but it is hoped that the commanding officers of these corps will see the necessity of complying with the new regulations.

The important report drawn out at the request of the Foreign Office, by Mr. Holt Hallett, on railway communication with China, in relation to the demarcation of the Burma-Siam frontier, is being printed, (says the *Overland Mail*) together with maps, by the Blackburn Chamber of Commerce, for circulation among commercial bodies in the manufacturing districts. The subject is dealt with in the September issue of the *Blackburn Standard*, where the series of articles on Lancashire's trade is continued by Mr. Holt Hallett, who entitled "The Remedy for Lancashire." He points out the imperative necessity for not waiting in countries not closed by hostile tribes, to discuss the relation of Indian factory legislation to the eight hours' movement in Lancashire textile industries. The article is illustrated by an excellent map and is of deep interest to all concerned in the development of our commerce in the East.

"*Examiner*" writes to *The Times*:—You say that Mr. Cyril Flower is going to take the title of Lord Battersea. I beg to inform you that it is hisopoke. My and my mates mean to keep waiting the convenience of our own man, John Burns, and not give it up to any bloated capitalist.

The following appointments have been made at the Admiralty:—Lieutenant Hon. F. C. B. Addington, to the *Plover*, in command, to date Sept. 1. Engineer H. G. Andrews, to the *Victor Emmanuel*, additional. Assistant Engineer H. E. Tregouet to the *Impératrice*, to date Aug. 19.

The Admiralty recently decided that the appointment of Fleet Paymaster in charge of Naval Stores at Sydney should be held by a civilian. Mr. W. H. Lubbock, storekeeper and cashier at Pembroke, and who will be remembered as having served for some years in the Naval Yard at Hong-Kong, has now been appointed to the post.

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The Examiner of Sept. 14 says:—The steamer *Lightning*, which arrived from Calcutta this morning, reports the death of one of the passengers, a Miss Cowin, which occurred yesterday. The deceased, who was forty years of age, was travelling for the benefit of her health and died rather suddenly. She will be buried this afternoon at the New Cemetery.

The Manchester Ordnance Museum, erected with all model exhibits, some time since, a picture of land slowly adjoining the cemetery at Washington, has at length been put to practical use. The first body cremated is that of the late Mr. Morgan Brown, a gentleman aged eighty-four, who resided at Carlisle, whether he had returned after forty years' absence in the United States.

An industry which is new to this country has just been started by a lady who for some years was sole indexer of "Hansard's Parliamentary Debates." She has opened an office in the centre of London for the purpose of indexing books, newspapers, pamphlets, &c.—a species of work which, important as it is, has hitherto been usually entrusted to amateurs and conducted in an unsatisfactory manner.

A TERRIFICALLY novelty has been devised by some American ladies and gentlemen at a seaside resort near Boston, U.S., who for about six hours daily, attired in gay bathing costumes, they dance quadrilles, lancers, valzons, galope, and cotillions in the shallow water, the beach being crowded with spectators watching the performance. About fifty guests from the principal hotel are the dancers in this "aquatic hop," as the local papers term it.

GENERAL Sir Frederick Stephenstone, G.C.B., from Colonel of the York and Lancaster Regiment, has been given the Colonelcy of the Coldstream Guards. He served as Assistant Adjutant-General to the expeditionary force in China, from March 1857, to Feb. 14, 1860, and was present at the capture of Canton in December, 1857; and served as Deputy Adjutant-General of the force under Sir Hope Grant, from Feb. 14, 1860, to March 16, 1861; present at the storming and capture of the Taku Forts, the actions of Sep. 18 and 21, and the subsequent advance on Peking (C.B., brevet of colonel, medal with clasp).

It may not be generally known, says *Hearst and Home*, that quite a number of ladies' cricket clubs, started and supported by members of the fair sex who are recognised leaders in fashionable and smart circles, are just now in full swing in various parts of Ireland—notably that of Mrs. Saunders, of Corkbury, King's County, a really flourishing organisation whose first eleven held its own against all comers. Other ladies' clubs are those of Mrs. Derby's of Leap Castle, Mrs. Marsh's of Birr Court, and Miss Farnham's of Athlone—these made records of which ought to bring the lotus of creation might well be proud.

The Gentlewoman asks:—Have you no lead how fashionable "real live" wedding presents have become lately? Horses and dogs are the favourite animals selected. The Queen has endorsed the fashion by her gift to Miss Loftus of a beautiful white colt, in addition to the familiar Indian shawl; and as there is no reason why the custom should be confined only to the upper classes, intending brides and bridegrooms must be haunted as to what may be suitable. Even if only the more homely animals are selected, if the fashion really "catches on," the result will be a little perplexing. Fancy trying to set out the gifts in the drawing-room, when there are nine kittens, twelve dogs, a Shetland pony, and a couple of colts.

We commend the following paragraph to the consideration of the Volunteer Committee:—It has been decided by the military authorities that no machine gun, unless provided with an adequate supply of ammunition, would be of little value in an emergency future, authority for Volunteer Corps to provide themselves with such weapons will only be given on condition that a vehicle capable of carrying 4,000 rounds of ball cartridge is provided with each gun; and ammunition, early property-holders, turning out at annual inspections, and never having a gun out for field-duty, camp, &c. In the case of corps which already have machine guns, these corporations will not be insisted upon; but it is hoped that the commanding officers of these corps will see the necessity of complying with the new regulations.

The important report drawn out at the request of the Foreign Office, by Mr. Holt Hallett, on railway communication with China, in relation to the demarcation of the Burma-Siam frontier, is being printed, (says the *Overland Mail*) together with maps, by the Blackburn Chamber of Commerce, for circulation among commercial bodies in the manufacturing districts. The subject is dealt with in the September issue of the *Blackburn Standard*, where the series of articles on Lancashire's trade is continued by Mr. Holt Hallett, who entitled "The Remedy for Lancashire." He points out the imperative necessity for not waiting in countries not closed by hostile tribes, to discuss the relation of Indian factory legislation to the eight hours' movement in Lancashire textile industries. The article is illustrated by an excellent map and is of deep interest to all concerned in the development of our commerce in the East.

That the Canadian Mail, which arrived shortly after noon, was delivered at the same time as the French; but no such delays have ever been experienced during my recollection.

That the foolish mistakes on the part of the Post Office are also more frequent than formerly, and the lack of system or necessary supervision thus shown so persistently seriously impairs the usefulness of the institution.

That the spectacle of an ingenuous fresh-coloured English lad occupying a seat on the Magisterial bench in the Hong-Kong Police Court is scarcely a pleasing one, and to my mind is much to be deplored.

That such a lad twelve years old would be better employed in the school-room or the cricket-field than in listening to the somewhat saucy details of Chinese evidence which frequently come before our well-seasoned Magistrates.

That I suppose interpreters must be obtained, but it does seem a pity that this sort of thing takes such a deal of training.

That during the greater part of the week Exchanges has been rapidly hardening and stiffening all round and in most unexpected quarters, and the general tone of the Silver markets has been very rigid, no doubt in consequence of the firm attitude of England with regard to the forthcoming war.

That the *Financial Times* of Sept. 14 says:—The Admiralty recently decided that the appointment of Fleet Paymaster in charge of Naval Stores at Sydney should be held by a civilian. Mr. W. H. Lubbock, storekeeper and cashier at Pembroke, and who will be remembered as having served for some years in the Naval Yard at Hong-Kong, has now been appointed to the post.

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